

# 43839 - CANDIA - RAYMOND

Rehabilitation/Reconstruction of a section NH Route 101

<b>State ID:</b>	43839
<b>Lead Agency:</b>	DOT
<b>Project Type:</b>	Roadway
<b>Performance Measures:</b>	PM2 - Pavement and Bridge Condition
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	-
<b>Clean Air Code:</b>	E-10
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	STBG-State Flexible	\$1,144,000	\$0	\$0	\$0	\$0	\$0	\$1,144,000
PE	Toll Credit	\$286,000	\$0	\$0	\$0	\$0	\$0	\$286,000
Total PE		\$1,430,000	\$0	\$0	\$0	\$0	\$0	\$1,430,000
ROW	STBG-State Flexible	\$0	\$0	\$44,800	\$0	\$0	\$0	\$44,800
ROW	Toll Credit	\$0	\$0	\$11,200	\$0	\$0	\$0	\$11,200
Total ROW		\$0	\$0	\$56,000	\$0	\$0	\$0	\$56,000
CON	STBG-State Flexible	\$0	\$0	\$1,629,091	\$3,938,465	\$7,452,308	\$6,836,079	\$19,855,943
CON	Toll Credit	\$0	\$0	\$407,273	\$984,616	\$1,863,077	\$1,709,020	\$4,963,986
Total CON		\$0	\$0	\$2,036,364	\$4,923,081	\$9,315,385	\$8,545,099	\$24,819,929
Total Prior Costs		\$1,430,000	\$0	\$0	\$0	\$0	\$0	\$1,430,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$8,545,099	\$8,545,099
Total Programmed		\$1,430,000	\$0	\$2,092,364	\$4,923,081	\$9,315,385	\$8,545,099	\$26,305,929

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Adjust existing projects for design schedule changes - Inflation Recalculation
<b>Project Changes:</b>	Plan Revision Name changed from "A00M07Y25" to "A03Y26"
<b>Project Changes:</b>	Advertising Date changed from "05/26/2026" to "02/23/2027"
<b>Funding Changes:</b>	STBG-State Flexible
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in ROW from \$44,000 to \$44,800
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in CON from \$1,600,000 to \$1,629,091
<b>Funding Changes:</b>	- Decrease funds in FY 2027 in CON from \$4,038,333 to \$3,938,465
<b>Funding Changes:</b>	- Decrease funds in FY 2028 in CON from \$14,355,283 to \$7,452,308
<b>Funding Changes:</b>	+ Increase funds in FY 2029 in CON from \$0 to \$6,836,079
<b>Funding Changes:</b>	Toll Credit
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in ROW from \$11,000 to \$11,200
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in CON from \$400,000 to \$407,273
<b>Funding Changes:</b>	- Decrease funds in FY 2027 in CON from \$1,009,583 to \$984,616
<b>Funding Changes:</b>	- Decrease funds in FY 2028 in CON from \$3,588,821 to \$1,863,077
<b>Funding Changes:</b>	+ Increase funds in FY 2029 in CON from \$0 to \$1,709,020
<b>Federal Project Cost:</b>	Decreased from \$21,181,616 to \$21,044,743 (-0.65%)
<b>Total Project Cost:</b>	Decreased from \$26,477,020 to \$26,305,929 (-0.65%)

## 43537 - HAMPTON-HAMPTON FALLS

Construct rail trail on 2.3 miles of the abandoned Hampton Branch rail corridor (Phase III of ECG)

<b>State ID:</b>	43537
<b>Lead Agency:</b>	DOT
<b>Project Type:</b>	Active Transportation
<b>Performance Measures:</b>	PM1 - Safety, System Resilience
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	RPC
<b>Clean Air Code:</b>	ATT
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	RAISE GRANT	\$0	\$1,450,688	\$0	\$0	\$0	\$0	\$1,450,688
PE	STBG-50 to 200K	\$0	\$0	\$0	\$409,830	\$0	\$0	\$409,830
PE	Toll Credit	\$0	\$0	\$0	\$102,457	\$0	\$0	\$102,457
Total PE		\$0	\$1,450,688	\$0	\$512,287	\$0	\$0	\$1,962,975
ROW	STBG-State Flexible	\$0	\$0	\$0	\$91,872	\$0	\$0	\$91,872
ROW	Toll Credit	\$0	\$0	\$0	\$22,968	\$0	\$0	\$22,968
Total ROW		\$0	\$0	\$0	\$114,840	\$0	\$0	\$114,840
Total Programmed		\$0	\$1,450,688	\$0	\$627,127	\$0	\$0	\$2,077,815

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update New Phase - Delete phase
<b>Project Changes:</b>	Plan Revision Name changed from "A00M06Y25" to "A03Y26"
<b>Funding Changes:</b>	STBG-50 to 200K
<b>Funding Changes:</b>	- Decrease funds in FY 2032 in CON from \$4,066,278 to \$0
<b>Funding Changes:</b>	Toll Credit
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in ROW from \$0 to \$22,968
<b>Funding Changes:</b>	- Decrease funds in FY 2027 in CON from \$1,016,569 to \$0
<b>Funding Changes:</b>	STBG-State Flexible
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in ROW from \$0 to \$91,872
<b>Federal Project Cost:</b>	Decreased from \$4,476,108 to \$501,702 (-88.79%)
<b>Total Project Cost:</b>	Decreased from \$7,045,822 to \$2,077,815 (-70.51%)

# 15731C - PORTSMOUTH, NH - KITTEERY, ME

Functional replacement for the PDA-DPH side barge wharf, SML Bridge ROW Mitigation.

<b>State ID:</b>	15731C
<b>Lead Agency:</b>	Other
<b>Project Type:</b>	Bridge
<b>Performance Measures:</b>	-
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	RPC
<b>Clean Air Code:</b>	ATT
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
ROW	STBG-State Flexible	\$198,000	\$22,000	\$0	\$0	\$0	\$0	\$220,000
ROW	Toll Credit	\$49,500	\$5,500	\$0	\$0	\$0	\$0	\$55,000
Total ROW		\$247,500	\$27,500	\$0	\$0	\$0	\$0	\$275,000
CON	STBG-State Flexible	\$35,461,626	\$0	\$643,742	\$0	\$0	\$0	\$36,105,368
CON	Toll Credit	\$8,865,407	\$0	\$160,935	\$0	\$0	\$0	\$9,026,342
Total CON		\$44,327,033	\$0	\$804,677	\$0	\$0	\$0	\$45,131,710
Total Prior Costs		\$44,574,533	\$0	\$0	\$0	\$0	\$0	\$44,574,533
Total Programmed		\$44,574,533	\$27,500	\$804,677	\$0	\$0	\$0	\$45,406,710

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Adjust existing projects for design schedule changes - Adjust existing projects for revised cost estimates - Inflation Recalculation
<b>Project Changes:</b>	Plan Revision Name changed from "2025-2028 TIP - Adopted" to "A03Y26"
<b>Project Changes:</b>	Advertising Date changed from "None" to "09/12/2023"
<b>Funding Changes:</b>	STBG-State Flexible
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in CON from \$0 to \$643,742
<b>Funding Changes:</b>	Toll Credit
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in CON from \$0 to \$160,935
<b>Federal Project Cost:</b>	Increased from \$35,681,626 to \$36,325,368 (1.80%)
<b>Total Project Cost:</b>	Increased from \$44,602,033 to \$45,406,710 (1.80%)

# RCTRL - PROGRAM

## RECREATIONAL TRAILS FUND ACT- PROJECTS SELECTED ANNUALLY

<b>State ID:</b>	RCTRL
<b>Lead Agency:</b>	Other
<b>Project Type:</b>	Active Transportation
<b>Performance Measures:</b>	-
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	-
<b>Clean Air Code:</b>	ALL
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	DNCR	\$8,400	\$0	\$0	\$0	\$0	\$0	\$8,400
PE	Non Participating	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
PE	Recreational Trails	\$101,360	\$0	\$0	\$0	\$0	\$0	\$101,360
PE	Toll Credit	\$16,940	\$0	\$0	\$0	\$0	\$0	\$16,940
Total PE		\$174,700	\$0	\$0	\$0	\$0	\$0	\$174,700
ROW	Non Participating	\$100	\$0	\$0	\$0	\$0	\$0	\$100
ROW	Recreational Trails	\$4,312	\$0	\$0	\$0	\$0	\$0	\$4,312
ROW	Toll Credit	\$1,078	\$0	\$0	\$0	\$0	\$0	\$1,078
Total ROW		\$5,490	\$0	\$0	\$0	\$0	\$0	\$5,490
CON	Betterment	\$820,000	\$0	\$0	\$0	\$0	\$0	\$820,000
CON	DNCR	\$385,029	\$0	\$0	\$0	\$0	\$0	\$385,029
CON	Recreational Trails	\$2,428,044	\$0	\$0	\$0	\$0	\$0	\$2,428,044
CON	Toll Credit	\$221,982	\$0	\$0	\$0	\$0	\$0	\$221,982
Total CON		\$3,855,055	\$0	\$0	\$0	\$0	\$0	\$3,855,055
OTHER	DNCR	\$2,570,104	\$560,000	\$537,634	\$537,634	\$440,191	\$2,510,528	\$7,156,091
OTHER	Recreational Trails	\$10,280,419	\$2,240,000	\$2,150,537	\$2,150,537	\$1,760,764	\$10,042,120	\$28,624,377
Total OTHER		\$12,850,523	\$2,800,000	\$2,688,171	\$2,688,171	\$2,200,955	\$12,552,648	\$35,780,468
Total Prior Costs		\$16,885,768	\$0	\$0	\$0	\$0	\$0	\$16,885,768
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$12,552,648	\$12,552,648
Total Programmed		\$16,885,768	\$2,800,000	\$2,688,171	\$2,688,171	\$2,200,955	\$12,552,648	\$39,815,713

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update Adjust existing projects for revised cost estimates
<b>Project Changes:</b>	Plan Revision Name changed from "A00M07Y25" to "A03Y26"
<b>Funding Changes:</b>	Recreational Trails
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in OTHER from \$1,255,265 to \$2,150,537
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in OTHER from \$1,255,265 to \$2,150,537
<b>Funding Changes:</b>	+ Increase funds in FY 2028 in OTHER from \$1,255,265 to \$1,760,764
<b>Funding Changes:</b>	DNCR
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in OTHER from \$313,816 to \$537,634
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in OTHER from \$313,816 to \$537,634
<b>Funding Changes:</b>	+ Increase funds in FY 2028 in OTHER from \$313,816 to \$440,191
<b>Federal Project Cost:</b>	Stays the same \$0
<b>Total Project Cost:</b>	Increased from \$36,945,659 to \$39,815,713 (7.77%)

## 43002 - RYE

Replacement of 4 ft x 5.5 ft stone walled, concrete deck culvert just north of Locke Rd.

<b>State ID:</b>	43002
<b>Lead Agency:</b>	DOT
<b>Project Type:</b>	Bridge
<b>Performance Measures:</b>	PM2 - Pavement and Bridge Condition, System Resilience
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	RPC
<b>Clean Air Code:</b>	ATT
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	Non Par Other	\$398,700	\$0	\$0	\$0	\$0	\$0	\$398,700
PE	STBG-5 to 200K	\$56,320	\$0	\$0	\$0	\$0	\$0	\$56,320
PE	STBG-50 to 200K	\$0	\$0	\$23,296	\$0	\$0	\$0	\$23,296
PE	Toll Credit	\$14,080	\$0	\$5,824	\$0	\$0	\$0	\$19,904
Total PE		\$469,100	\$0	\$29,120	\$0	\$0	\$0	\$498,220
ROW	Non Par Other	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000
ROW	STBG-State Flexible	\$0	\$0	\$4,480	\$0	\$0	\$0	\$4,480
ROW	Toll Credit	\$0	\$0	\$1,120	\$0	\$0	\$0	\$1,120
Total ROW		\$0	\$0	\$17,600	\$0	\$0	\$0	\$17,600
CON	Non Par Other	\$0	\$0	\$660,676	\$0	\$0	\$0	\$660,676
CON	STBG-50 to 200K	\$0	\$0	\$4,480	\$528,640	\$0	\$0	\$533,120
CON	Toll Credit	\$0	\$0	\$1,120	\$132,160	\$0	\$0	\$133,280
Total CON		\$0	\$0	\$666,276	\$660,800	\$0	\$0	\$1,327,076
Total Prior Costs		\$469,100	\$0	\$0	\$0	\$0	\$0	\$469,100
Total Programmed		\$469,100	\$0	\$712,996	\$660,800	\$0	\$0	\$1,842,896

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update New Phase - Adjust existing projects for revised cost estimates
<b>Project Changes:</b>	Plan Revision Name changed from "A02M12Y26" to "A03Y26"
<b>Project Changes:</b>	Advertising Date changed from "03/03/2026" to "05/12/2026"
<b>Funding Changes:</b>	Toll Credit
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in PE from \$0 to \$5,824
<b>Funding Changes:</b>	- Decrease funds in FY 2026 in ROW from \$1,120 to \$0
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in ROW from \$0 to \$1,120
<b>Funding Changes:</b>	- Decrease funds in FY 2026 in CON from \$1,120 to \$0
<b>Funding Changes:</b>	- Decrease funds in FY 2026 in CON from \$132,160 to \$1,120
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in CON from \$0 to \$132,160
<b>Funding Changes:</b>	STBG-50 to 200K
<b>Funding Changes:</b>	+ Increase funds in FY 2026 in PE from \$0 to \$23,296
<b>Funding Changes:</b>	- Decrease funds in FY 2026 in CON from \$4,480 to \$0
<b>Funding Changes:</b>	- Decrease funds in FY 2026 in CON from \$528,640 to \$4,480
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in CON from \$0 to \$528,640
<b>Federal Project Cost:</b>	Increased from \$593,920 to \$617,216 (3.92%)
<b>Total Project Cost:</b>	Increased from \$1,813,776 to \$1,842,896 (1.61%)

## 42609 - SEABROOK

Multi-use path on former B & M Railroad tracks.

<b>State ID:</b>	42609
<b>Lead Agency:</b>	DOT
<b>Project Type:</b>	Active Transportation
<b>Performance Measures:</b>	PM1 - Safety
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	RPC
<b>Clean Air Code:</b>	ATT
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
PE	STBG-Areas Over 200K	\$0	\$0	\$0	\$109,784	\$0	\$0	\$109,784
PE	Toll Credit	\$0	\$0	\$0	\$27,446	\$0	\$0	\$27,446
Total PE		\$0	\$0	\$0	\$137,230	\$0	\$0	\$137,230
ROW	STBG-State Flexible	\$0	\$0	\$0	\$0	\$95,914	\$0	\$95,914
ROW	Toll Credit	\$0	\$0	\$0	\$0	\$23,979	\$0	\$23,979
Total ROW		\$0	\$0	\$0	\$0	\$119,893	\$0	\$119,893
Total Programmed		\$0	\$0	\$0	\$137,230	\$119,893	\$0	\$257,123

<b>Current Change Reason:</b>	Schedule / Funding / Scope- Update New Phase
<b>Project Changes:</b>	Plan Revision Name changed from "A00M06Y25" to "A03Y26"
<b>Funding Changes:</b>	STBG-5 to 200K
<b>Funding Changes:</b>	- Decrease funds in FY 2027 in PE from \$109,784 to \$0
<b>Funding Changes:</b>	- Decrease funds in FY 2030 in CON from \$1,001,716 to \$0
<b>Funding Changes:</b>	Toll Credit
<b>Funding Changes:</b>	+ Increase funds in FY 2028 in ROW from \$0 to \$23,979
<b>Funding Changes:</b>	- Decrease funds in FY 2028 in CON from \$250,429 to \$0
<b>Funding Changes:</b>	STBG-Areas Over 200K
<b>Funding Changes:</b>	+ Increase funds in FY 2027 in PE from \$0 to \$109,784
<b>Funding Changes:</b>	STBG-State Flexible
<b>Funding Changes:</b>	+ Increase funds in FY 2028 in ROW from \$0 to \$95,914
<b>Federal Project Cost:</b>	Decreased from \$1,111,500 to \$205,698 (-81.49%)
<b>Total Project Cost:</b>	Decreased from \$1,389,375 to \$257,123 (-81.49%)

# 45271 - TECHNOLOGY TRANSFER CENTER

Funding for the Technology Transfer Center @ UNH 2026-2027

<b>State ID:</b>	45271
<b>Lead Agency:</b>	Muni/Local
<b>Project Type:</b>	Roadway - Other
<b>Performance Measures:</b>	-
<b>Functional Classification:</b>	NA
<b>Regional Planning Commission:</b>	-
<b>Clean Air Code:</b>	ALL
<b>Regionally Significant:</b>	No

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
OTHER	Local Tech Assistance Program	\$0	\$0	\$210,000	\$210,000	\$0	\$0	\$420,000
OTHER	Non Par Other	\$0	\$0	\$15,000	\$15,000	\$0	\$0	\$30,000
OTHER	State Planning and Research	\$0	\$0	\$255,246	\$255,246	\$0	\$0	\$510,492
OTHER	Toll Credit	\$0	\$0	\$11,312	\$11,312	\$0	\$0	\$22,624
Total OTHER		\$0	\$0	\$491,558	\$491,558	\$0	\$0	\$983,116
Total Programmed		\$0	\$0	\$491,558	\$491,558	\$0	\$0	\$983,116

<b>Current Change Reason:</b>	New Project
<b>Federal Project Cost:</b>	Stays the same \$0
<b>Total Project Cost:</b>	Stays the same \$983,116

**A03Y26 - Summary of Funding Changes by Project, Phase, and Fiscal Year**

	PE	ROW	CON	OTHER	Total	2025	2026	2027	2028
<b>CANDIA - RAYMOND (43839)</b>									
Previous	\$0	\$55,000	\$24,992,020	\$0	\$25,047,020	\$0	\$2,055,000	\$5,047,916	\$17,944,104
A03Y26	\$0	\$56,000	\$16,274,830	\$0	\$16,330,830	\$0	\$2,092,364	\$4,923,081	\$9,315,385
<b>Difference</b>	<b>\$0</b>	<b>\$1,000</b>	<b>-\$8,717,190</b>	<b>\$0</b>	<b>-\$8,716,190</b>	<b>\$0</b>	<b>\$37,364</b>	<b>-\$124,835</b>	<b>-\$8,628,719</b>
<b>HAMPTON-HAMPTON FALLS (43537)</b>									
Previous	\$1,962,975	\$0	\$0	\$0	\$1,962,975	\$1,450,688	\$0	\$512,287	\$0
A03Y26	\$1,962,975	\$114,840	\$0	\$0	\$2,077,815	\$1,450,688	\$0	\$627,127	\$0
<b>Difference</b>	<b>\$0</b>	<b>\$114,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$114,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$114,840</b>	<b>\$0</b>
<b>PORTSMOUTH, NH - KITTERY, ME )15731C)</b>									
Previous	\$0	\$27,500	\$0	\$0	\$27,500	\$27,500	\$0	\$0	\$0
A03Y26	\$0	\$27,500	\$804,677	\$0	\$832,177	\$27,500	\$804,677	\$0	\$0
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$804,677</b>	<b>\$0</b>	<b>\$804,677</b>	<b>\$0</b>	<b>\$804,677</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAM (RCTRL)</b>									
Previous	\$0	\$0	\$0	\$7,507,243	\$7,507,243	\$2,800,000	\$1,569,081	\$1,569,081	\$1,569,081
A03Y26	\$0	\$0	\$0	\$10,377,297	\$10,377,297	\$2,800,000	\$2,688,171	\$2,688,171	\$2,200,955
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,870,054</b>	<b>\$2,870,054</b>	<b>\$0</b>	<b>\$1,119,090</b>	<b>\$1,119,090</b>	<b>\$631,874</b>
<b>RYE (43002)</b>									
Previous	\$0	\$5,600	\$1,327,076	\$0	\$1,332,676	\$0	\$671,876	\$660,800	\$0
A03Y26	\$29,120	\$17,600	\$1,327,076	\$0	\$1,373,796	\$0	\$712,996	\$660,800	\$0
<b>Difference</b>	<b>\$29,120</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,120</b>	<b>\$0</b>	<b>\$41,120</b>	<b>\$0</b>	<b>\$0</b>
<b>SEABROOK (42609)</b>									
Previous	\$27,446	\$0	\$0	\$0	\$27,446	\$0	\$0	\$27,446	\$0
A03Y26	\$137,230	\$119,893	\$0	\$0	\$257,123	\$0	\$0	\$137,230	\$119,893
<b>Difference</b>	<b>\$109,784</b>	<b>\$119,893</b>	<b>\$0</b>	<b>\$0</b>	<b>\$229,677</b>	<b>\$0</b>	<b>\$0</b>	<b>\$109,784</b>	<b>\$119,893</b>
<b>TECHNOLOGY TRANSFER CENTER (45271)</b>									
Previous	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A03Y26	\$0	\$0	\$0	\$983,116	\$983,116	\$0	\$491,558	\$491,558	\$0
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$983,116</b>	<b>\$983,116</b>	<b>\$0</b>	<b>\$491,558</b>	<b>\$491,558</b>	<b>\$0</b>
<b>A3 Totals</b>	<b>\$138,904</b>	<b>\$247,733</b>	<b>-\$7,912,513</b>	<b>\$3,853,170</b>	<b>-\$3,672,706</b>	<b>\$0</b>	<b>\$2,493,809</b>	<b>\$1,710,437</b>	<b>-\$7,876,952</b>

## Federal Highway Formula and Match Funding for 2026

### Financially Constrained by Funding Category

Funding Category	*Federal Apportionment (A)	Proposed Transfers	Previous FY Carryover (B)	Total Federal Available (C) = (A + B)	State Match (D)	Local/Other Match (E)	Total Resources Available (F) = (C + D + E)	Total Programmed	Surplus/(Deficit)
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ 1,492,369	\$ 2,255,783		\$ -	\$ 2,255,783	\$ -	\$ 2,255,783
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ 1,643,838	\$ 2,135,247		\$ -	\$ 2,135,247	\$ -	\$ 2,135,247
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909		\$ -	\$ 1,939,909	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064		\$ -	\$ 1,518,064	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ 3,205,108	\$ 4,034,909		\$ 314,100	\$ 4,349,009	\$ 1,570,500	\$ 2,778,509
Congestion Mitigation and Air Quality Program	\$ 11,961,734	\$ (2,000,000)	\$ 6,149,147	\$ 18,110,881		\$ 2,693,701	\$ 20,804,582	\$ 13,794,080	\$ 5,010,502
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175		\$ 524,713	\$ 13,523,888	\$ 10,106,020	\$ 3,417,868
National Highway Freight	\$ 6,078,319	\$ (11,979,034)	\$ 5,900,715	\$ 11,979,034		\$ -	\$ 11,979,034	\$ -	\$ -
National Highway Performance	\$ 122,565,517	\$ (48,853,774)	\$ -	\$ 122,565,517		\$ 323,794	\$ 122,889,311	\$ 74,035,536	\$ -
PROTECT	\$ 6,302,330		\$ 94,952	\$ 6,397,282		\$ -	\$ 6,397,282	\$ 2,982,887	\$ 3,414,395
Recreational Trails	\$ 1,255,265		\$ 2,526,159	\$ 3,781,424		\$ -	\$ 3,781,424	\$ 2,688,171	\$ 1,093,252
RL - Rail Highway	\$ 805,258		\$ 4,094,742	\$ 4,900,000		\$ 110,000	\$ 5,010,000	\$ 284,000	\$ 4,726,000
**State Planning and Research	\$ 6,689,493		\$ 2,103,916	\$ 8,026,407		\$ 903,418	\$ 8,929,825	\$ 7,186,044	\$ 1,743,781
STBG-5 to 49,999	\$ 4,046,407	\$ 3,851,117	\$ -	\$ 4,046,407		\$ 1,792,105	\$ 5,838,512	\$ 9,689,628	\$ -
STBG-50 to 200K	\$ 6,286,169	\$ 577,344	\$ -	\$ 6,286,169		\$ 703,442	\$ 6,989,611	\$ 7,566,955	\$ -
STBG-Areas Over 200K	\$ 6,832,823	\$ 7,301,010	\$ 0	\$ 6,832,823		\$ 1,534,300	\$ 8,367,123	\$ 15,668,133	\$ -
STBG-Non Urban Areas Under 5K	\$ 12,500,173	\$ 12,623,341	\$ -	\$ 12,500,173		\$ 146,078	\$ 12,646,251	\$ 25,269,593	\$ -
STBG-Off System Bridge	\$ 4,897,123		\$ 4,518,819	\$ 9,415,942		\$ -	\$ 9,415,942	\$ 5,203,182	\$ 16,836,101
***STBG-State Flexible	\$ 19,387,388	\$ 38,479,996	\$ 1,711,711	\$ 21,086,420		\$ 483,295	\$ 21,569,716	\$ 57,589,453	\$ 2,460,259
TAP-50K to 200K	\$ 714,051		\$ 598,169	\$ 1,312,220		\$ 109,237	\$ 1,421,458	\$ 981,704	\$ 439,754
TAP-5K to 49,999	\$ 459,635		\$ -	\$ 459,635		\$ 64,400	\$ 524,035	\$ 426,255	\$ 97,780
TAP-Areas Over 200K	\$ 776,146		\$ 3,045,437	\$ 3,821,583		\$ 54,214	\$ 3,875,797	\$ 985,088	\$ 2,890,709
TAP-Flex	\$ 2,341,681		\$ 5,406,069	\$ 7,747,750		\$ -	\$ 7,747,750	\$ 2,204,322	\$ 5,543,428
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ -	\$ 1,419,904		\$ 557,377	\$ 1,977,281	\$ 1,761,888	\$ 215,393
<b>Totals</b>	<b>\$ 233,861,188</b>	<b>\$ -</b>	<b>\$ 42,491,152</b>	<b>\$ 275,572,658</b>	<b>\$ -</b>	<b>\$10,314,174</b>	<b>\$ 285,886,832</b>	<b>\$ 243,451,412</b>	<b>\$ 55,058,761</b>

\* As of SoF 11/26/25

\*\*Includes \$767,002 from Metropolitan Planning

\*\*\*Includes \$12,679 from SoF RETURN 1% RTP ADMIN

## 2027 Federal Highway Formula and Match Funding

Funding Category	*Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ -	\$ 763,414	\$ -
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ -	\$ 491,409	\$ -
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ -	\$ 829,801	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734		\$ 1,299,820	\$ 13,261,554	\$ 6,650,149
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175	\$ 10,328,661
National Highway Freight	\$ 6,078,319		\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,565,517		\$ -	\$ 122,565,517	\$ 63,396,961
PROTECT	\$ 6,302,330		\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ 2,688,171
RL - Rail Highway	\$ 805,258		\$ -	\$ 805,258	\$ 135,000
**State Planning and Research	\$ 6,689,493		\$ -	\$ 6,689,493	\$ 7,186,044
STBG-5 to 49,999	\$ 4,046,407		\$ 226,840	\$ 4,273,247	\$ 2,710,316
STBG-50 to 200K	\$ 6,286,169		\$ 1,145,889	\$ 7,432,058	\$ 12,637,967
STBG-Areas Over 200K	\$ 6,832,823		\$ 1,846,324	\$ 8,679,147	\$ 18,743,027
STBG-Non Urban Areas Under 5K	\$ 12,500,173		\$ -	\$ 12,500,173	\$ 33,211,275
STBG-Off System Bridge	\$ 4,897,123		\$ 265,917	\$ 5,163,040	\$ 4,235,485
***STBG-State Flexible	\$ 19,374,709		\$ 296,585	\$ 19,671,294	\$ 70,357,129
TAP-50K to 200K	\$ 714,051		\$ 511,727	\$ 1,225,778	\$ 981,704
TAP-5K to 49,999	\$ 459,635		\$ 479,009	\$ 938,644	\$ 426,255
TAP-Areas Over 200K	\$ 776,146		\$ 572,742	\$ 1,348,888	\$ 985,088
TAP-Flex	\$ 2,341,681		\$ -	\$ 2,341,681	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ 278,123	\$ 1,698,027	\$ 1,761,888

\* As of SoF 11/26/25 -Level Funding

\*\*Includes \$767,002 from Metropolitan Planning

\*\*\*Includes \$12,679 from SoF RETURN 1% RTP ADMIN

## 2028 Federal Highway Formula and Match Funding

Funding Category	*Federal Available	State Available	Local/Other Available	Total Resources	Total Programmed
Carbon Reduction Program 50k - 200k	\$ 763,414		\$ -	\$ 763,414	\$ -
Carbon Reduction Program 5k to 49,999	\$ 491,409		\$ -	\$ 491,409	\$ -
Carbon Reduction Program Flex	\$ 1,939,909		\$ -	\$ 1,939,909	\$ -
Carbon Reduction Program Under 5k	\$ 1,518,064		\$ -	\$ 1,518,064	\$ -
Carbon Reduction Program>200k	\$ 829,801		\$ -	\$ 829,801	\$ -
Congestion Mitigation and Air Quality Program	\$ 11,961,734		\$ 756,166	\$ 12,717,900	\$ 3,780,831
Highway Safety Improvement Program (HSIP)	\$ 12,999,175		\$ -	\$ 12,999,175	\$ 10,271,512
National Highway Freight	\$ 6,078,319		\$ -	\$ 6,078,319	\$ -
National Highway Performance	\$ 122,565,517	\$ -	\$ 2,180	\$ 122,567,697	\$ 61,032,373
PROTECT	\$ 6,302,330		\$ -	\$ 6,302,330	\$ -
Recreational Trails	\$ 1,255,265		\$ -	\$ 1,255,265	\$ 2,200,955
RL - Rail Highway	\$ 805,258		\$ -	\$ 805,258	\$ 160,000
**State Planning and Research	\$ 6,689,493		\$ -	\$ 6,689,493	\$ 7,186,044
STBG-5 to 49,999	\$ 4,046,407		\$ 108,994	\$ 4,155,401	\$ 1,344,269
STBG-50 to 200K	\$ 6,286,169		\$ 819,059	\$ 7,105,228	\$ 14,502,084
STBG-Areas Over 200K	\$ 6,832,823		\$ 145,849	\$ 6,978,672	\$ 15,210,886
STBG-Non Urban Areas Under 5K	\$ 12,500,173		\$ 4,482	\$ 12,504,655	\$ 47,799,062
STBG-Off System Bridge	\$ 4,897,123		\$ 1,785,857	\$ 6,682,980	\$ 8,614,947
***STBG-State Flexible	\$ 19,374,709		\$ 18,529	\$ 19,393,238	\$ 59,787,406
TAP-50K to 200K	\$ 714,051		\$ 590,745	\$ 1,304,796	\$ 981,704
TAP-5K to 49,999	\$ 459,635		\$ 512,553	\$ 972,188	\$ 426,255
TAP-Areas Over 200K	\$ 776,146		\$ 295,847	\$ 1,071,993	\$ 985,088
TAP-Flex	\$ 2,341,681		\$ 22,889	\$ 2,364,570	\$ 2,887,327
TAP-Non Urban Areas Under 5K	\$ 1,419,904		\$ 48,624	\$ 1,468,528	\$ 1,761,888

\* As of SoF 11/26/25 - Level Funding

\*\*Includes \$767,002 from Metropolitan Planning

\*\*\*Includes \$12,679 from SoF RETURN 1% RTP ADMIN

## Federal Highway Non-Formula Funds

2025	Federal Available	State Available	Other/Local Available	Total Resources	Total Programmed
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 68,732,376	\$ -	\$ 5,227,503	\$ 73,959,878	\$ 73,959,878
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 2,912,545	\$ -	\$ 706,886	\$ 3,619,431	\$ 3,619,431
Forest Highways	\$ 70,000	\$ -	\$ -	\$ 70,000	\$ 70,000
Highway Infrastructure Exempt Funds	\$ 23,950,037	\$ -	\$ 323,341	\$ 24,273,377	\$ 24,273,377
Local Tech Assistance Program	\$ 183,000	\$ -	\$ -	\$ 183,000	\$ 183,000
MOBIL	\$ 28,485,347	\$ -	\$ -	\$ 28,485,347	\$ 28,485,347
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
NEVI	\$ 3,850,000	\$ -	\$ -	\$ 3,850,000	\$ 3,850,000
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 128,423,604</b>	<b>\$ 25,000</b>	<b>\$ 6,647,730</b>	<b>\$ 135,096,334</b>	<b>\$ 135,096,334</b>
<b>2026</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 18,361,629	\$ -	\$ 1,130,900	\$ 19,492,529	\$ 19,492,529
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 8,100,538	\$ -	\$ 1,913,884	\$ 10,014,422	\$ 10,014,422
Forest Highways	\$ 497,000	\$ -	\$ -	\$ 497,000	\$ 497,000
Highway Infrastructure Exempt Funds	\$ 5,468	\$ -	\$ -	\$ 5,468	\$ 5,468
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ 2,750,000	\$ -	\$ -	\$ 2,750,000	\$ 2,750,000
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 8,482,283	\$ -	\$ -	\$ 8,482,283	\$ 8,482,283
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,080	\$ 390,080	\$ 390,080
State Transportation Innovation Council (STIC) Funding	\$ 2,660,000	\$ 25,000	\$ -	\$ 2,685,000	\$ 2,685,000
<b>TOTAL</b>	<b>\$ 41,207,218</b>	<b>\$ 25,000</b>	<b>\$ 3,434,864</b>	<b>\$ 44,667,083</b>	<b>\$ 44,667,083</b>
<b>2027</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 34,876,380	\$ -	\$ 3,394,384	\$ 38,270,765	\$ 38,270,765
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ 4,260,660	\$ -	\$ 915,859	\$ 5,176,519	\$ 5,176,519
Forest Highways	\$ 1,147,000	\$ -	\$ -	\$ 1,147,000	\$ 1,147,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ 3,261,118	\$ -	\$ -	\$ 3,261,118	\$ 3,261,118
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 43,995,458</b>	<b>\$ 25,000</b>	<b>\$ 4,700,244</b>	<b>\$ 48,720,702</b>	<b>\$ 48,720,702</b>
<b>2028</b>					
Bridge Funds Infrastructure Investment and Jobs Act (BRGBIL)	\$ 20,187,168	\$ -	\$ 4,111,921	\$ 24,299,089	\$ 24,299,089
Disadvantaged Business Enterprise (DBE)	\$ 79,300	\$ -	\$ -	\$ 79,300	\$ 79,300
Federal Highway Administration (FHWA) Earmarks	\$ -	\$ -	\$ -	\$ -	\$ -
Forest Highways	\$ 427,000	\$ -	\$ -	\$ 427,000	\$ 427,000
Highway Infrastructure Exempt Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local Tech Assistance Program	\$ 210,000	\$ -	\$ -	\$ 210,000	\$ 210,000
MOBIL	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Performance Exempt	\$ -	\$ -	\$ -	\$ -	\$ -
National Electric Vehical Infrastructure (NEVI)	\$ -	\$ -	\$ -	\$ -	\$ -
National Summer Transportation Institute (NSTI)	\$ 61,000	\$ -	\$ -	\$ 61,000	\$ 61,000
Skills Training (OJT)	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Planning Research (SPR) EXEMPT	\$ -	\$ -	\$ 390,000	\$ 390,000	\$ 390,000
State Transportation Innovation Council (STIC) Funding	\$ 100,000	\$ 25,000	\$ -	\$ 125,000	\$ 125,000
<b>TOTAL</b>	<b>\$ 21,064,468</b>	<b>\$ 25,000</b>	<b>\$ 4,501,921</b>	<b>\$ 25,591,389</b>	<b>\$ 25,591,389</b>

## Federal Transit Administration Funding

<b>2025</b>	<b>Federal Available</b>	<b>State Available</b>	<b>Other/Local Available</b>	<b>Total Resources</b>	<b>Total Programmed</b>
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 19,109,245	\$ -	\$ 10,903,715	\$ 30,012,960	\$ 30,012,960
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 5,185,418	\$ -	\$ 1,296,354	\$ 6,481,772	\$ 6,481,772
FTA5311-Nonurbanized Area (Rural) formula program	\$ 13,621,093	\$ -	\$ 7,334,434	\$ 20,955,527	\$ 20,955,527
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 9,822,387	\$ 3,927	\$ 2,448,397	\$ 12,274,711	\$ 12,274,711
<b>TOTAL</b>	<b>\$ 47,738,142</b>	<b>\$ 3,927</b>	<b>\$ 21,982,901</b>	<b>\$ 69,724,970</b>	<b>\$ 69,724,970</b>
<b>2026</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 11,183,407	\$ -	\$ 7,478,488	\$ 18,661,895	\$ 18,661,895
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,076,512	\$ -	\$ 519,128	\$ 2,595,640	\$ 2,595,640
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,732,260	\$ -	\$ 3,625,063	\$ 10,357,323	\$ 10,357,323
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 26,136,393	\$ 4,086	\$ 6,526,608	\$ 32,667,086	\$ 32,667,086
<b>TOTAL</b>	<b>\$ 46,128,571</b>	<b>\$ 4,086</b>	<b>\$ 18,149,287</b>	<b>\$ 64,281,944</b>	<b>\$ 64,281,944</b>
<b>2027</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 8,547,553	\$ -	\$ 6,302,240	\$ 14,849,793	\$ 14,849,793
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,118,042	\$ -	\$ 529,511	\$ 2,647,553	\$ 2,647,553
FTA5311-Nonurbanized Area (Rural) formula program	\$ 6,866,905	\$ -	\$ 3,697,564	\$ 10,564,469	\$ 10,564,469
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,016,565	\$ 4,167	\$ 1,246,501	\$ 6,267,234	\$ 6,267,234
<b>TOTAL</b>	<b>\$ 22,549,065</b>	<b>\$ 4,167</b>	<b>\$ 11,775,817</b>	<b>\$ 34,329,049</b>	<b>\$ 34,329,049</b>
<b>2028</b>					
FTA Section 5307 -Capital Planning, Preventative Maintenance, ADA & Operating Program	\$ 18,562,504	\$ -	\$ 8,888,489	\$ 27,450,993	\$ 27,450,993
FTA5310-Capital, Mobility MGMT, and Operating for Seniors & Individuals w/Disabilities	\$ 2,160,402	\$ -	\$ 540,101	\$ 2,700,503	\$ 2,700,503
FTA5311-Nonurbanized Area (Rural) formula program	\$ 7,004,243	\$ -	\$ 3,771,516	\$ 10,775,759	\$ 10,775,759
FTA5339- Capital bus and bus facilities for statewide public transportation	\$ 5,116,897	\$ 4,251	\$ 1,271,431	\$ 6,392,579	\$ 6,392,579
<b>TOTAL</b>	<b>\$ 32,844,046</b>	<b>\$ 4,251</b>	<b>\$ 14,471,537</b>	<b>\$ 47,319,834</b>	<b>\$ 47,319,834</b>

**Innovative & State Funding (All projects)**

	Federal Available	State Available	Other/Local Available	Turnpike	Total Resources	Total Programmed
<b>2025</b>						
BETTERMENT-State Funded	\$ -	\$ 64,458,977	\$ -	\$ -	\$ 64,458,977	\$ 64,458,977
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 1,888,026	\$ -	\$ -	\$ -	\$ 1,888,026	\$ 1,888,026
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ 322,237	\$ -	\$ 322,237	\$ 322,237
State Aid Bridge (SAB)	\$ -	\$ 144,000	\$ 36,000	\$ -	\$ 180,000	\$ 180,000
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 46,124,135	\$ 4,943,167	\$ -	\$ 51,067,302	\$ 51,067,302
Turnpike Capital	\$ -	\$ -	\$ -	\$ 34,342,724	\$ 34,342,724	\$ 34,342,724
Turnpike Program	\$ -	\$ -	\$ -	\$ 437,224	\$ 437,224	\$ 437,224
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 46,046,912	\$ 46,046,912	\$ 46,046,912
<b>TOTAL</b>	<b>\$ 1,888,026</b>	<b>\$ 110,727,112</b>	<b>\$ 5,301,404</b>	<b>\$ 80,826,860</b>	<b>\$ 198,743,401</b>	<b>\$ 198,743,401</b>
<b>2026</b>						
BETTERMENT-State Funded	\$ -	\$ 42,931,324	\$ -	\$ -	\$ 42,931,324	\$ 42,931,324
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 18,643,465	\$ -	\$ 3,672,855	\$ -	\$ 22,316,320	\$ 22,316,320
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 262,264	\$ 65,566	\$ -	\$ 327,830	\$ 327,830
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 66,109,033	\$ 4,607,574	\$ -	\$ 70,716,608	\$ 70,716,608
Turnpike Capital	\$ -	\$ -	\$ -	\$ 40,389,332	\$ 40,389,332	\$ 40,389,332
Turnpike Program	\$ -	\$ -	\$ -	\$ 433,152	\$ 433,152	\$ 433,152
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 90,422,970	\$ 90,422,970	\$ 90,422,970
<b>TOTAL</b>	<b>\$ 18,643,465</b>	<b>\$ 109,302,622</b>	<b>\$ 8,345,996</b>	<b>\$ 131,245,454</b>	<b>\$ 267,537,536</b>	<b>\$ 267,537,536</b>
<b>2027</b>						
BETTERMENT-State Funded	\$ -	\$ 35,373,028	\$ -	\$ -	\$ 35,373,028	\$ 35,373,028
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 17,597,626	\$ -	\$ 368,938	\$ -	\$ 17,966,564	\$ 17,966,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ 418,825	\$ 104,706	\$ -	\$ 523,531	\$ 523,531
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 35,497,237	\$ 3,022,883	\$ -	\$ 38,520,120	\$ 38,520,120
Turnpike Capital	\$ -	\$ -	\$ -	\$ 50,894,949	\$ 50,894,949	\$ 50,894,949
Turnpike Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 51,819,241	\$ 51,819,241	\$ 51,819,241
<b>TOTAL</b>	<b>\$ 17,597,626</b>	<b>\$ 71,289,090</b>	<b>\$ 3,496,527</b>	<b>\$ 102,714,190</b>	<b>\$ 195,097,433</b>	<b>\$ 195,097,433</b>
<b>2028</b>						
BETTERMENT-State Funded	\$ -	\$ 30,750,174	\$ -	\$ -	\$ 30,750,174	\$ 30,750,174
Grant Anticipation Revenue Vehicle bonds (GARVEE Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rebuilding American Infrastructure with Sustainability and Equity (RAISE Grant)	\$ 7,197,626	\$ -	\$ 368,938	\$ -	\$ 7,566,564	\$ 7,566,564
Recovery Zone Economic Development Credit (RZED)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Aid Bridge (SAB)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Senate Bill 367 Gas Tax (SB367-4 Cents)	\$ -	\$ 38,751,412	\$ 3,836,426	\$ -	\$ 42,587,838	\$ 42,587,838
Turnpike Capital	\$ -	\$ -	\$ -	\$ 30,773,406	\$ 30,773,406	\$ 30,773,406
Turnpike Renewal & Rehabilitation (Turnpike R&R)	\$ -	\$ -	\$ -	\$ 57,487,756	\$ 57,487,756	\$ 57,487,756
<b>TOTAL</b>	<b>\$ 7,197,626</b>	<b>\$ 69,501,585</b>	<b>\$ 4,205,364</b>	<b>\$ 88,261,161</b>	<b>\$ 169,165,737</b>	<b>\$ 169,165,737</b>